

New York Tribune.

First to Last—the Truth: News—Editorials—Advertisements.

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Slap-Stick Finance.

In inflating the personality tax valuation 1,000 per cent the junior members of the Tax Board have gone back to slap-stick methods of city finance. This chalking up on the blackboard of an immense personality valuation, nine-tenths of which is destined eventually to escape the dragnet of the tax collectors, is an old, old farce. It deceives nobody any longer, not even those who put it on with the hope of accomplishing a little "window dressing" in financial administration. Inflating the personality valuation necessarily lowers the tax rate—at least in appearance. But if the city spends money in anticipation of near-taxes which prove uncollectible the overestimate becomes pernicious, since the excess expenditure has to be made good either by piling up more debt or levying more real taxes.

The more experienced members of the Tax Board know that the personality tax cannot be taken very seriously. The law under which it is levied makes tax evasion the rule instead of the exception. It is customary to put up a modest bluff in the first estimate of taxable personality. Last year the board started with \$859,640,140 and then gracefully retreated to \$352,051,755. The latter total was expected to bring in \$6,222,168 in revenue. Up to August 15 last only \$4,117,385 had been collected. With this result in view (and last year's experience coincided with that of most preceding years) it was a piece of pure theatricalism to start out this fall with a frenzied finance valuation of \$3,700,000,000. That portentous total will probably scale down to less than half a billion when the swears-off are heard from. Then the tax collectors will be kept hustling for a year to realize a return on 60 per cent of this amputated remnant.

It is hardly necessary to enlarge on the many causes which have contributed to make the direct personality tax an anachronism. It does not fit in with modern economic conditions. Taxation indirect and nearer the source is more scientific and much more productive in the case of personality holdings, and the very sweeping exemptions in the present law show that the theory of a direct personality tax has been pretty nearly abandoned.

Corporation income, mortgage registration, inheritance and excise taxes are far better distributed and much more easily collected. Then there is the obvious defect in the present law that any holder of personality who thinks he is being overtaxed can transfer his legal residence to a county outside the city limits or to another state, and thus escape the heavy local tax rate. If a tax similar in effect to the old personality tax is desired, it could be found in a habitation impost. That meets the old idea of a tax on personality—the effects and luxuries of the home—and it has the great advantages of universality and simplicity. Nobody can dodge it by changing his legal but not his actual residence and it falls fairly on each taxpayer according to his style of living.

In Federal and state taxation we are getting away from taxing theories based on the economic conditions of the past. In local taxation we still cling to them. Perhaps it was with the purpose of demonstrating the impracticability of the personality tax that the Tax Board voted this year to apply it as if it were really an up-to-date means of taxation. If so, one valuable financial lesson may be drawn, after all, from the 1,000 per cent inflation farce comedy.

A New Type of Warship.

In place of the battle cruiser, whose value has been so clearly demonstrated in the present war, an entirely new type of vessel is said to be regarded with favor by the Navy Department. It is believed that full particulars will be laid before Congress in due time, and for the present the assurance is given that the projected substitute possesses most of the merits of the battle cruiser while "avoiding the weaknesses of that class of vessels."

As we have at present no battle cruisers in our navy this news is of singular interest. It is a little difficult to make out from the scanty hints at hand what particular weaknesses are glanced at in the reference to the battle cruiser. All that can be gathered is that the new vessels have a designed speed of 35 knots, thus exceeding the speed of the latest battle cruiser by perhaps four or five knots. But to gain this advantage much seems to have been sacrificed. Thus the new vessels are wholly unarmed and carry only two big guns, as compared with eight in the British battle cruisers.

Battle cruisers were originally designed, as the name indicates, to combine the merits of the cruiser and the battleship. They were to be capable of doing cruiser duty and at the same time fit in the traditional phrase, to lie in a line. In order to fulfill this complex function some sacrifice in power was obviously necessary, and when the battle cruiser was first projected

there were not a few naval critics unalterably opposed to the design as a costly experiment without the slightest justification in experience. The new type of vessel seems to be even a more remarkable departure, for both armor and armament are sacrificed to an extraordinary degree; defense must depend entirely on avoidance by speed, and though the guns are said to be "probably the most powerful known," each vessel will carry only two.

The projected substitutes have the manifest advantage of being a much cheaper type of vessel than the battle cruiser. The cost is said to be about one-third. But it is difficult to see how they can satisfactorily match the battle cruiser in the line and in all probability they were not designed with that end principally in view.

Paterson's Official Lawbreakers.

If the police officials of Paterson, N. J., desired to arouse public sympathy for the I. W. W. agitators and their friends whom they high-handedly expel from the city every little while, they could take no more effective course. The most recent instance, when on Thursday night Carlo Tresca, Leonard Abbott and Thomas Wright were arrested—on no formal charges—and finally were driven out of town by the police, was utterly defenseless. There was no shadow of law under which the police could have acted. Indeed, the police chief declared recently, when valiantly chasing a woman talker from a meeting, "You may have the right, but we have the power."

Paterson officialdom says the silk business is exceedingly prosperous just now, and no little issue like personal rights and the constitutional guarantee of free speech shall be permitted to interfere with the city's chief industry. No more pin-headed attitude could be taken. If the case of these labor agitators is a good one, no official censorship, even if enforced with police clubs, can or should prevent its expression. If the case is not a good one, the surest way to stamp it as sterling is to martyrize the agitators. That the strong-arm police and the unintelligent officials who back them are surely doing.

Moreover, they are building up for their city a reputation which will cost it good will and actual money. For years Paterson labored to live down its bad odor because of a small group of anarchists. It will take the city much longer to live down its capitalistic and official anarchisms.

On to Bagdad!

The British victory on the Tigris, followed by a Turkish flight toward Bagdad, is one more reminder that the present is a world conflict. It should also serve to call attention again to the fact that the real struggle is for the Near East, that while great armies are again contending on fields so frequently fought over in modern history, the prizes of the war remain far removed from the European battle lines.

British naval power, aided by Japanese and colonial contingents, has closed the chapter of German expansion in Eastern Asia and in the Pacific. In Africa French and British colonial troops have conquered Togo and are rapidly overcoming the German resistance in the Kamerun. To the south, the troops of Botha have wiped out the great blotch of German color on the map from the Orange River to Angola. The sea coast of German East Africa has been occupied and the hinterland will be invaded in due course of time.

The sole hope for Germany, if she is to hold a "place in the sun," lies in the Eastern Mediterranean and in the Asiatic empire of the Turk. There and there alone she can hope to build a colonial empire which might rival British India or French North Africa, or Russian Siberia. From Berlin to Bagdad the path-way runs clear, save at the Dardanelles, beyond the reach of British seafarers, and, if the Straits be held by Germans, safe here too.

But Petrograd and London are quite as keenly alive to this fact as is Berlin. Russian armies are operating east of Armenia; their objective is Constantinople. Far more interesting is the progress of the British expeditionary army up the Tigris toward Bagdad. Once this city falls Mesopotamia is lost to the Sultan and the great Berlin-Bagdad railroad will end at a British frontier.

India and Egypt alike are being fought for in the Euphrates Valley and at the Dardanelles. Syria and Palestine will undoubtedly be invaded from the sea and from Suez, when Britain can spare colonial troops. A slight push east from the Mediterranean will cut the Mecca railroad, the only chain binding to the Sultan the Holy City of the Moslem world, possession of which alone gives him his spiritual eminence.

Politically Germany has conquered Turkey, therefore the fate of Turkey, so far as France, Russia and Britain are concerned, is sealed. To this alliance Italy is now joined. France in Algeria and Tunis; Italy in Tripoli, Britain in Egypt would all feel the weight of German influence upon the Sultan, if German supremacy in Islam were established permanently.

Peace after the Mediterranean powers have crushed Turkey, closed the German road to Bagdad, obtained control at Constantinople and reconstituted the Balkan Alliance with the sea powers supreme there is possible. It may come suddenly and bring few changes west of the Carpathians and the Vistula. But first there must be the destruction of German influence south of the Danube or the colonial future of all the Mediterranean powers is at stake.

When the war is over, if the European map, save for Turkey, is unaltered, if Europe ends where it began, the plight of Germany will still be terrible, if her enemies can, as the British did in their great struggle with France, gain possession of the world outside of Europe. France in North and West Africa, Russia in Asia, Italy in Tripoli and Asia Minor will have full opportunity to exploit and

develop lands to which hostile tariffs will bar German commerce.

The farsighted statesmen of Germany long ago grasped the fact that German greatness could not endure if Germany were restricted to narrow European bounds, while all her neighbors spread their influence and their sovereignty over other continents. The German present was assured; Germany is making war for her future—for a share in the commercial future of the world.

The Mesopotamian campaign is one more example of how remorselessly England, fortified by her sea power, pursues her ends and extends her world empire. While all Europe is convulsed, while all nations on the Continent have suffered invasion and devastation, Britain, as in the Napoleonic wars and in the earlier struggles with France, is gathering up colonies and destroying the foundations of a dangerous commercial rival.

It is easy to see now that the map of Europe will be little altered by the present war, unless Austria should collapse, a contingency that seems more remote now than a year ago. But what of Asia, of Africa? German failure, anything short of supreme success, a draw in Europe, a return to things as they were, what in this result can there be to reward the Germans for their gigantic sacrifices and their marvelous achievements?

Not a Net Loss.

Because of the \$300 increase in the license fee, 300 saloonkeepers in Manhattan and The Bronx have failed to renew their licenses. The result of this attempt to increase the state's revenues is, therefore, that the city will actually lose money, for it received 50 per cent of the \$1,200 collected for each license issued under the old law. It has been estimated by officials of liquor dealers' associations that there were some 600 saloons which did not stand the raise in charges—representing a loss of some \$360,000 to the city.

How greatly this loss is to be deplored, though, is not entirely certain. It is the poorer, low-grade saloons which are being forced out of business. Unquestionably many that will leave the neighborhood better for their going, and the policeman on the beat will not have so much work and worry. The license fee now in effect—\$1,500—is not so high as several states charge. A high license policy has the advantage of compelling any prospective saloonkeeper to be financially substantial. His investment in the business is considerable; therefore he is less likely to jeopardize it by illegal acts or by permitting his establishment to become disorderly by harboring lawbreakers. That is not only theory but experience. The city's loss, therefore, whatever it may amount to in money, will not be a net loss.

Just so down to Wall Street and cry about the loss of the windows of some banks of German origin. They answer to their man—the New Yorker Herald.

Who is the master whom these Judas Iscariots are supposed to be betraying? William II. of Germany, or Francis Joseph, of Austria-Hungary?

The Women of Le Creusot.

What struck a visitor to Le Creusot, just returned to this country, as most remarkable, was what he describes as "the splendid spirit of the women of democracy." Once having seen it—and felt the contagion of it—it is impossible to come away from Le Creusot, Val de Loire, he said, anything but an optimist. The part being played here in the Schneider works by women of all ages is truly inspiring. In the manufacture of shells there is plenty of work they can do, and they do it with an extraordinary cheerfulness, singing at their work, passing along the latest joke about "Les Boches," and never pausing to slack off. On the benches there are everywhere bunches of flowers. If one expresses surprise at the general cheerfulness one is met by some such reply as, "Well, one can always work quicker when one is gay than when one is sad." If one raises the point of how long the war may last one gets a shrug of eloquent shoulders and "N'importe!" It doesn't matter—as much as to say that however long it may last the women of Le Creusot will still be found cheerfully working at their work. This is the spirit which conquers, and it will have its counterpart here in England in the new munition factories. At Le Creusot the women of the people know what is at stake. Not for the pay they get, but with brave hearts and a realization that there is no time to waste, and that long hours are best got through by keeping gay at one's work, they are fighting the enemy.

The Personal Property Tax.

To the Editor of The Tribune.

Sir: The taxation of personal property was long ago branded as an "immoral farce." No matter how often or how carefully we play it, its character remains the same.

The question mainly discussed, however, is whether the farce can be made a success. If it is immoral, then the more successful it is the worse it will be. The rule of taxation is never to tax anything that you want and that can get away from you, and common sense indicates this. We tax immigrants to keep them out. We tax liquors to make them scarce and dear. If we do not want personal property here, why, let us tax it, too—if we can.

BOLTON HALL.

New York, Sept. 24, 1915.

WORDS.

Words, words, words! we have had enough of these.

However bravely said;

We only hear the moan of far-off seas.

Lamenting for our dead.

But you! whose heart of ice can feel no thrill

Of swift and passionate pain.

Who hold out friendly hands to hands that kill,

And let them kill again.

How in the high hereafter will you meet

The little children slain,

The pallid women whose oblivious feet

Draw never home again?

Will you not read in their accusing eyes

The story of their shame,

Who heard but heeded not their piteous cries,

And played the coward's game?

EDWARD FULLER.

OUR DIPLOMACY.

It Is Distinguished by Long Suffering of An Unreasonable Sort.

To the Editor of The Tribune.

Sir:

"How long, O Lord, how long?"

O Lord God, to whom vengeance belongeth, show Thyself!

Lift up Thyself, Thou Judge of the Earth; render a reward to the proud.

Lord, how long shall the wicked triumph?

How long shall they utter and speak falsely and all the workers of iniquity boast themselves?

They slay women and children and murder the innocent, yet they say, The Lord shall not see.

"Watchful waiting," "sweetly reasonable," obligingly conceding and infantile gullibility appear to be the essence of our "apologetic" diplomacy, which also embodies the art of apologizing to domestic brigands and foreign barbarians for successive diabolical insults, outrages and crimes committed against our flag and country and the lives of our citizens.

Whatever the remonstrance, protest or complaint from Washington, Berlin answers contemptuously, "Shoo, fly! Don't bother me!" The President has in his several notes to Germany insisted upon respect for and obedience to international law and the rights of neutrals—our rights in particular, as against the "scrap of paper" policy of Germany—and after the suffering of repeated outrages we've nothing but words, words, words, promises, promises and more words and promises, ad nauseam.

We're not "spilling for a fight" '91 to '95 is still quite fresh in the memory of a few of us—but if there is any of the spirit of 1776 and 1861 left in the land let us "put up or shut up," "ash or cut bait." What's the use of trying to argue with an Imperial octopus like William II, who intends to be Caesar or nothing, and the militaristic bunch whose purpose is to dominate all Europe if they can and later compel the United States to sneeze when "Little Willy" takes snuff?

AN OLD SOLDIER.

Stroudsburg, Penn., Sept. 28, 1915.

Bleeding the Consumer.

To the Editor of The Tribune.

Sir: In your issue for September 24 Joseph W. Gavan relates a tale of woe called "Apples of Discord." The burden of Mr. Gavan's complaint seems to be that the State Department of Foods and Markets is enabling farmers to get a fairer price for their fruit. He seems to think this is likely to increase the high cost of living and in that way prove a serious injury to consumers.

There is only one thing in Mr. Gavan's letter which is of direct interest to the consumer. He gives figures to show what the department has obtained through its auctions for peaches and then says:

"These prices were considerably below those given for peaches of equal quality, size and color at a private sale on the docks."

If Mr. Gavan is correct in this the department is enabling the middlemen to obtain their fruit at a lower figure, yet has anybody noticed a decrease in the price of peaches as the result of this lower price to the farmer which Mr. Gavan tells about? If, as he says, the sales at the auction are lower than private sales made on the same dock, it ought to follow that the retail prices of peaches should be lower. What does Mr. Gavan know about that? The fact is that the farm prices paid to the farmer under the present distribution in New York City, has little, if any, relation to the retail prices paid by the consumers. This can be easily demonstrated by a study of the potato market this year.

During part of the season the growers received an average of 60 cents or less a barrel for potatoes, and yet the price to the consumer was just as high under that condition as it was when the producers were receiving \$2 or more a barrel for their crop. Mr. Gavan should guess again or do be more careful of his figures when he shows that the auction is obtaining lower prices for farmers, while the middlemen are charging just as much or more for the fruit which he says they can buy cheaper.

H. W. COLLINGWOOD.

New York, Sept. 24, 1915.

Russian March on Constantinople.

To the Editor of The Tribune.

Sir: Now that the Russians appear to be so well able to hold in check the German armies to the eastward of Poland, and it is evident that some one was left in Grand Duke Nicholas's place who was entirely competent, it is possible that the latter was sent south for the purpose of commanding the armies which are going to march on Constantinople? There appears to be no doubt that the Russians are in control of the waters of the Black Sea, and are therefore capable of landing armies on the coast to the west of the Bosphorus. The forces would be out of reach of the Bulgarians, while the English and French are keeping the Turks busy enough defending the Dardanelles. It would seem to be no more than proper that the Grand Duke should be given the honor of marching at the head of his troops into the one city in the world which his countrymen have earnestly longed for through many centuries.

Does not the dread of this movement account for the sudden mobilization of the Bulgarian army? The instantaneity of the call to the Greeks to arm? Also is this not the reason for the attack on Serbia by the Austrians? And at this juncture we are allowed to know that there has been a British army of considerable size in Serbia ever since last March. It is very possible that the Allies have not been so idle this last summer as appeared on the surface and that the sacrifice of Poland was amply compensated for in the general scheme of the campaign.

X. X.

Floral Bluff, Fla., Sept. 25, 1915.

A Courageous Press Needed.

To the Editor of The Tribune.

Sir: What this country needs is a large number of courageous, patriotic, honest and independent American newspapers. No matter what party may be in power these papers would not be afraid to lay bare wrongdoing, lack of wisdom or anything else detrimental to this country. As you are well aware the newspapers wield a tremendous influence, and often against their own good judgment men will follow the teachings of newspapers.

What this country now lacks is independent newspapers that would fearlessly assail any dishonest or unwise government official, and point out to the people dishonesty or unwise methods of transacting government business.

At the present time we have a President who is almost wholly devoid of wisdom in handling international affairs. Many newspapers condemn his unwise methods, but none of them advises him what he should do, and it is about time the American people beatrusted themselves to save their country from the disgrace that is now fast coming upon it. The idea of the head of this great nation dicker with a lot of murderers and pirates simply because they happen to be rulers of a people who lack courage to rebel against such parasites! PAUL BROWN.

Brooklyn, Sept. 25, 1915.



INSECURE TIMBERING COLLAPSED

That Is What Caused the Recent Broadway and Seventh Avenue Subway Accidents.

To the Editor of The Tribune.

Sir: In the interest of public safety, I would like to state my opinion that the recent subway construction accidents on Seventh Avenue and Broadway were unquestionably due to insecure timbering of the excavations. I have noticed many explanations in the newspapers at variance with this. The construction of these particular sections of subway, I believe, can be safely carried on under street decking, as can any other work of the same character at present in progress or contemplated. I feel qualified to express an opinion, owing to my experience in underground timbering, as mining engineer, operating in this country and in Canada. Also, I have inspected much of the subway construction in greater New York and designed the timbering on a section of the Brooklyn subway now under construction.

Subway timbering, in the case of maintaining the street surface during construction, is a combination of ordinary trench timbering to hold the sides of the excavation and a trestle to support the street decking, tracks and sub-surface pipes and ducts. The design of the timbering varies according as the excavation is in earth or rock, but in either case most of the heavy timber members are compression members, and the security of the whole timber structure in most subway timbering methods depends largely on wedging these members firmly into place. That is the faulty feature of this kind of timbering when used under street decking, as traffic vibration and blasting have a tendency to loosen it, which explains the recent accidents. To make the structure safe it should be diagonally braced, both transversely and longitudinally, and the timbers firmly tied together as in ordinary trestle construction.

The collapse of the structures on Seventh Avenue and Broadway was undoubtedly caused not by breakage of the timber but by the falling apart of the structure, because of loosening of the wedging, due to traffic vibration and blasting. The immediate cause or trigger action that started the Seventh Avenue collapse was probably the timbering out of some of the posts or other timber which might be likened to the loosening of the keystone of an arch, causing all the parts to collapse. In the Broadway accident a slide of rock seems to have had the same effect in loosening a prop and starting the failure of an insecure structure. In this particular case, although the rock strata dip down toward the excavation at the location of the street cave-in and would tend to slide into the cut if loosened, the rock could have been safely held by adequate timbering. However, the point to emphasize in accounting for the accidents is that the timber structures were not sufficiently self-contained, though secure tying and diagonal bracing, to stand independent of loosened wedging and small local injury, caused by blasting or sliding rock.

Subway timbering holds the sides of the excavation and supports a temporary street surface, the tracks and sub-surface sewers, pipes and electric ducts, both permanent and temporary, until the permanent subway structure is completed. The timber structure must necessarily be placed so as not to interfere with the subsequent construction of the permanent steel and concrete subway. Where the excavation is in earth, the sides are held by sheathing or plank, two to three inches thick, placed vertically close together along each side of the excavation. The sheathing is held in place by heavy continuous timbers, called rangers, placed horizontally in rows inside the sheathing, like the horizontal framing of a fence. The vertical distance apart of the rows of rangers is usually five to six feet, depending on earth pressures.

According to the depth of the excavation, additional courses of sheathing are used, each course being placed inside the course above, to allow space to drive it. The rangers

are in turn held in place by cross-braces, tightly wedged in place across the excavation, between corresponding rangers. They are usually 12x12 inch timbers, generally in several pieces, to reach across the trench and clamped at the joints. A better construction for the cross-brace is to build it of 6x12 inch timbers, 16 feet long, lapped 8 feet, and bolted together, forming a continuous member from ranger to ranger.

The cross-braces are spaced ten feet apart longitudinally in the direction of the street and vertically under each other at each ten-foot spacing, from top to bottom of the excavation, between each pair of rangers on either side of the excavation. The street decking lies on heavy floor beams of wood or steel, as does also the car tracks, placed longitudinally across the top course of cross-braces. Posts are placed between each vertical group of cross-braces to form continuous members from the top cross-brace, carrying the street floor beams and decking, down to the bottom of the excavation. The posts in conjunction with the cross-braces, therefore, form trestle bents, spaced ten feet apart along the excavation. They serve the double purpose of carrying the street loads, supporting the pipes and ducts and structure loads, and of stiffening the cross-braces against buckling, owing to earth pressures against the sheathing.

As additional stiffening, longitudinal struts or spacers are placed between the cross-braces or bents. Owing to the heavy earth pressures on the sheathing, this system of timbering for subway construction in loose ground is reasonably secure, especially when the continuous bolted cross-brace is used and a moderate amount of diagonal bracing, both transverse and longitudinal. There should always be diagonal transverse bracing of the bents under the car tracks, to prevent side vibration, and sufficient diagonal bracing at all cross streets; also, all timber members should be securely tied in place by cleats or other means.

In excavating in rock under street decking there are several modifications of the above method of timbering, the idea being to truss up the street structure and have as little timber as is possible in the bottom of the excavation to interfere with blasting operations. The principal difference is the lack of sheathing, rangers and cross-braces. In some cases the entire street structure, permanent and temporary, and the pipes and ducts are supported and hung by and from heavy long steel girders placed longitudinally with the street. These girders are supported by posts to the bottom of the excavation, generally ten feet apart, but are strong enough to span twenty feet or more, in case some of the posts are temporarily removed by blasting.

The system of timbering in the rock cut in Broadway and Seventh Avenue is surface decking, with tracks resting on longitudinal floor beams, which are, in turn, supported by cross-braces. The sub-surface pipes and ducts rest on other cross-braces lower down. The cross-braces are supported by posts to the bottom of the excavation, short temporary posts being replaced with longer ones as the excavation proceeds in depth. The system at the scenes of the recent accidents has proved inadequate, in the lack of diagonal bracing of the posts, both transverse and diagonal, particularly at street crossings, to make a strong, self-contained trestle to support the street construction. As to holding the sides of the excavation to prevent the breaking loose of rock vertical posts should be placed against the rock face, where the rock strata dip down toward the excavation, and at other places where the rock is of dangerous character, and these posts should be braced by kick braces to the floor of the excavation or by braces across the excavation to the other wall, as circumstances require. Between the posts and rock face wedges should be inserted to hold the rock fast.

The above explanation indicates, I believe, the essential facts in the subway construction accidents. The results have proved that work of this character should be carefully inspected by men experienced in earth and rock excavation and timbering methods, and they should have the authority to eliminate methods that threaten the safety of the public.

JOHN SEWARD.

West Nutley, N. J., Sept. 29, 1915.

GERMANY AND THE VATICAN

The Catholic Community Not Responsive to Appeals for Peace.

To the Editor of The Tribune.

Sir: The letter from Mr. James Reilly in your valuable issue is far from convincing. In the "Pope's Appeal for Peace" there is distinctly a pro-German sentiment, explained by the fact that the German Empire and Austria-Hungary contain approximately about fifty million Roman Catholics. The revenue from these countries must be considerable to the Church and may have influenced, especially as the Vatican has already complained of the hard times resulting from the war. All revenue from Belgium—the gem of the Church—has practically stopped, and that from France and Italy must be seriously reduced.

For some time past a significant feature of German propaganda has been the reiterated protestations of her consideration and respect for the Roman Catholic Church. That French Catholics are not deceived by these specious fulminations is shown by the following received by "The London Globe" from the Vice-General of Paris: "Austria is Catholic; Germany, respectful to the Sovereign Pontiff, is profoundly religious, favorable to the numerous Catholics among her subjects, and ready to defend everywhere the interests of the Papacy."

Such is the thesis, such the claims, such the chloroform, with which it is hoped to put to sleep candid and open consciences. Churches are desecrated, burned, razed to the ground with sectarian fury; priests are massacred or ill-treated, sacrileges repeated at pleasure. These are the facts, the fruits of the tree, the sad realities. If one desires further proof of them, let him read the account of the atrocities drawn from authentic evidence by M. Auguste Molot, in "Le Marquis du Clergé Belge," and by Raoul Narisy, in "Le Supplice de Louvain."

And for France, in which but for the victory of the Marne the same scenes of horror would have been enacted, one has only to remember the Satanic destruction of Rheims, Soissons, of Arras, of Notre Dame de Brabant, etc. As regards the wilful and cruel ruin of the Cathedral of Rheims, soul and deplorable of Christian France, so farously degraded by the mystic Gernon, we have, while waiting for the definitive book of the Abbé Landrieux, Archbishop of Notre Dame, the opusculé of Vinck, "La Basilique Dévastée," the thrilling description of Emile Mâle, the stirring discourse of Fr. Serpillier, "La Justice Vengeresse."

Catholics must look at the facts of the case and not be influenced unfairly by arriving at a sound conclusion or forget clearly Belgium and her sufferings, set forth clearly by many writers that the world places confidence and reliance upon.

G. ARMSTRONG.

New York, Sept. 24, 1915.

Uncle "Sham."

To the Editor of The Tribune.

Sir: After the Teuton had reduced the American ear to a jelly, telling him he learned that trick aboard one of the torpedoed United States ships, he proceeded to shut the American's eye with a right-handed telling him he learned that trick aboard the Lusitania. Then the American took off his coat, rolled up his sleeves, stroked his chin beard and—sat down.

Whereupon the Teuton slapped his face and said: "That little fellow lying there was a Belgian, and I respected him, for he was a fighter! But as for you, Uncle Sham, you are only a great big bluff!" And, kicking him over backward, he informed him that he learned that trick aboard the Arabie. In this attitude Uncle Sham is still reflecting.

In his work on "Heroes and Hero Worship" Carlyle forgot to mention him.

TEMPLETON STRONG.

Geneva, Switzerland, Aug. 29, 1915.

Not Well Founded.

To the Editor of The Tribune.

Sir: I want to be counted as one of your numerous constant readers who believe that your recent attacks on the administration are entirely inappropriate, untimely and not well founded.

JACOB I. SIMONS.

New York, Sept. 24, 1915.